navigation, including 59 from lower ports, is 366. The

navigation, including 59 from lower ports, is 366. The comparative statement of arrivals and tonnage shows 190 vessels and 142,249 tons less than at this date has year. The arrivals are few, and little is doing in chartering. The freight market has recovered from the depressed state of last week, the inquiry for tonnage is better, and advanced rates will probably be obtained.

THE CAPTURE OF A ST. LOUIS EXPRESS

THE TRAIN BOARDED IN A LONELY WOOD-MURDER

ROBBERS RETREAT WITHOUT THEIR BOOTY.

OF THE ENGINEER-THE ADAMS EXPRESS CAR

ATTACKED AND RIDDLED WITH SHOT, BUT THE

TERRE HAUTE, Ind., July 9 .- A desperate

attempt was made to rob Express Messenger Burke at Long Point, on the Vandalia Railroad, last night. The

engine and express car were cut loose and the engineer killed, but Burke kept the robbers at bay till help ar-

rived. Long Point, where the attempted robbery oc

curred, is in Illinois, three miles west of Casey, All

trains are accustomed to stop there for the engines to

take in water. It is situated in the middle of a dense

wood. No person lives nearer than within a mile and a

talf. It has long been regarded by railroad men as a dangerous place. Several times, lately, the engineers

hangerous place. Several times, and, the manufactures of a superiors looking persons larking in that the centry of artist, and therefore did not stop their train.

Last might at midnight, when passenger train No. 5,

bound east, in charge of Conductor Fraley and Engineer

Milo Ames, stopped at the water tank, two men boarded

the engine, one from each side, and ordered the engineer

obeyed the order. After the starting of the train, one of

obbers remarked, "We will run the thing ourselves,

and immediately both robbers fixed at the engineer, kill-

ing him instantly. The fireman, who was standing upon

the tender, ran to the rear of the train to alarm

the train-men, having heard the conversation and comprehending the situation at once. A confed-erate of the robbers then detached the Adams

Express car from the rear portion of the train,

and the engines and express car were run on to a point

about two miles from the station. Stopping here the rob-

manded admittance. Express Messenger Burke told them he was ready for them, and that if they entered

they would be dead men. The robbers then began firing

into the car. The messenger said is seemed to him as if

there were a dozen of the party, as the bullets came from

position of affairs prepared to pursue the robbers. They

could find only one revolver on the train; but having

aroused two soldiers armed with earlines, they started armed with these weapons. When they came up to the train all was quiet, the robbers having fled. They found the dead body of the engineer on the floor of the cab. A

to be on the train, and he and the fireman van the engine

to gain an entrance to the express car, it being one of the close kind, having no windows, and being very strong in

The finding of a bammer used to knock out the coupling

ak in very high terms of the pluck and

pins may serve, possibly, as a clew to the murderers.

feeling among railroad men over the tragteal death of

very generally believed that their prosecution would not

cost the State anything. Several suspected persons are already in custody, and there is reason to hope that all

the robbers will be caught. The railroad company offer

THE FIRE RECORD.

AT ST. STEPHEN, N. B.-LOSS, \$35,000.

CALAIS, Me., July 9 .- A destructive fire

becurred in St. Stephen, N. B., last evening. At about 11 /clock an alarm sounded which called out the entire fire

department of Calais, Militown, and St. Stephen. The

brick buildings owned by Geo. Maxwell, and occupied by

Hiram Williams as a grocery and provision store, and

A LARGE FIRE AT MIDDLEPORT, OHIO.

to The Commercial from Middleport, Oido, says that a

ance, \$3,000; James Curtis, wholesale liquor dealer,

AT YORKVILLE, ONT.-LOSS, \$30,000.

MIDNIGHT WEATHER REPORT.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, Saturday, July 10, 1875—1 a.m.
Symposis for the past the cuts four hours.
The barometer has generally fallen east of

ie Mississippi, being highest over the South Atlantic mat and lowest over the upper lake regions. Partly cloudy weather, with rain areas, has prevailed the Gulf coast, Lower Missouri Valley, and the Middle

on the Guit coast, lower assessing the Atlantic coast.

The temperature continues higher in the Guit States, and has slightly risen in the upper take region.

The Mississippi River has continued slowly rising at St. Louis and Vicksburg.

For the South Atlantic and Guit States, falling barometer, south or east winds, continued warm, parily cloudy weather, and occasional rains.

For Temessee, the Ohio Valley, and the lower lake region, falling barometer, south-cast to south-west winds,

For Tennessee, the Ohio Valley, and the lower lake region, fading baroneter, south-east to south-west winds, slightly warmer partly cloudy weather and rain areas.

For the upper lake region, the Upper Mississippi and the Lower Missouri Valleys, falling followed by rising barometer, whole verying to west or north, slightly cooler partly cloudy weather, and rain gross from Missouri 5 the upper lakes.

For the Middle and Eastern States, falling barometer, touth-east to south-west winets, partly cloudy weather and consistent rains.

occasional ratios.

The Mississippi River will continue slowly rising from St. Louis to Vicksburg.

THE SENTENCE OF A LOUISIANA MURDERER.

NEW-ORLEANS, Jaty 9 .- Alexander Newton

was to-day sentenced to be hanged for the murder of

Justin Boardinay, the day of execution to be hereafter appointed by the Governor.

RASE RALL.

championship game with the Atlantics of Brooklyn on the Union Grounds, yesterday. The playing was not up

to the general average on either side. The Matuals won

To-day the Mutuals will play the Athletics on the Union Grounds.

A NEW ENEMY TO THE CROPS.

Benjamin M. Gill, jr., residing at Murray's

easily by the following score :

The Mutuals of New-York played their third

TORONTO, Ont., July 9.—Samo & Johnson's

ance, \$3,000; James Curils, wholesale liquor d \$2,500; insurance, \$2,000; C. Downing, \$500; insur \$600; Hortinger Bros., \$6,000; insurance, \$2,000; Lawson & Co., \$6,000; no insurance; Shotwell \$3,000; no insurance; D. T. Jones, \$3,900; insur \$400; Michael Brothers, \$3,000; no insurance; A Hamilton, \$2,500; no insurance. Other smaller lowin aggregate about \$5,000; no insurance.

night. Loss, \$30,000.

\$1,000 reward for their apprehension.

Engineer Ames, and should his murderers be eaught it is

The train men speak in very high terms of the pluck courage displayed by Messenger Burke. There is int

to start the engine. After a few moments hesitation, he

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THE COLLEGE REGATTA.

THE NEW CREWS.

THION AND HAMILTON-HOW THEY GOT INTO THE ASSOCIATION - THE MOHAWK OARSMEN - THE LIGHTEST CREW-ALL READY FOR THE CON-TEST-WHERE WILL THE NEW CREWS BE! PROM A SPECIAL CORRESPONDENT OF THE TRIBUNE

SARATOGA, July 8 .- Union and Hamilton are the only absolutely new comers this year, and they just missed staying away altogether. The Convention of last year reconsidered almost every vote it passed in the Spring, and among others the one by which Union and Hamilton were rejected. Hamilton, if I recollect right, was rejected by the larger vote, but there was a considerable majority against admitting either of them, the New-England colleges strongly opposing the admission of these two votes to be steadily thrown with the New-York element. The vote was not very different from a sectional vote. Princeton, Columbia, and Cornell strove hard for their allies in the Middle States; Williams, which is as much a New-York as it is New-England college, voted, I think, for one and against the other. This was before recess, The New-England colleges, except Williams, voted together, and Union, Hamilton, and Rutgers were all rejected. A motion was then made to limit the organization to New-England, allowing the members from the Middle States then in it to remain under the name of the Rowing Association of Eastern Colleges, and it was argued with zeal that all the little Western colleges would come in, and that each must have its vote, and that the regatta which had already passed west of Springfield to Saratoga, would in time be rowed on the Mississippi, and New-England colleges must either go there to row or lose all the advantages to be derived from the organization they had fostered. But Columbia fought this plan tooth and nail, and it did not pass. During recess the Union men made personal appeals to all the delegates and after dinner the matter came up again. The cloquent advocates from the Middle States spoke fluently and forcibly. The dwarfing policy of provincialism was decried, and the splendors of a truly national association which should take in all sec tions were vividly painted, and the end of it was that the vote was reconsidered, and Union and Hamilton got in by a majority of one, and Columbia, Cornell, Williams, and Princeton, when the irre pressible conflict between Yale and Harvard draws sunder the Eastern colleges, hold a heavy balance of power of six votes-enough to put an end forever to the autocracy of New-England in college rowing. So Union and Hamilton are here at the lake-Union at Arnold's, far up at the end of the lake, and Hamilton at Hart's, just the other side of Snake Hill. They are crowded in here pretty closely. Seven crews on a mile of shore. This part of the lake must be seen to be appreciated. The views around the little bay south of Snake Hill, in which the Sulphur Spring is situated, are as beautiful, I venture to say, as any lake scenery in this country. Hamilton is on the southern slope of the Hill, Cornell ocenpying the north.

Before giving a brief sketch of these new crews it Is worth while to look at the chances of a college which sends a totally untrained crew to the College Regatta. There are some interesting questions remaining to be solved as to the relations of college crews to amateur oarsmen. Many persons think that a good amateur crew, such as the Argonautas of Bergen Point, can defeat the best crew at the College Regatta. Others think the college crews could outrow the best amateurs outside without difficulty. Then as to the comparative merits of a picked erew from the College Regatta and an English University crew, opinions differ. The two races which will settle these points will be interesting ones indeed, particularly a struggle which matches the flower of the American college crewsa gainst the students of

This much, however, is certain that if American students are gradually and steadily approaching the English standard of scientific rowing, as they think they are, it must be very difficult for colleges, where rowing is a new art, to produce crews-no matter how strong the men-which can make a brilliant one last year, and it may be prophesied with safety that the place she then took will be usually tenanted by one of the new crews. Still it is not unheard of for Aggies" did it; and even if one of them is to have the wrong end, it is interesting where there are so many to know which it is to be. A struggle of jack. asses where the hindmost animal wins, is nowise an interesting contest.

THE UNION COLLUGE CREW.

Union is one of the oldest colleges, though so young in the regatta.

The College grounds at Schenectady are situated within a half-mile of the Mohawk River, where a straight stretch of water for four miles may be had for practice. It is a little singular that, with such facilities for boating, the College has not been reprecented in the regattas of past years. The success of Columbia at Saratoga, last year, gave an impetus to boating at Union, however, and it was resolved to form the Union navy, build a boat-house and enter and train a university crew, all of which were immediately started upon. It was pretty well known smoon the wide-awake members of the pavy which of the numerous candidates apxious to be placed upon the crew were the better men, and so, after a period of gymnasium labor, eight men were requested to consider themselves engaged for the grand work. The Faculty of the College also interested themselves in the boating question, and not being of that class of instructors who believe that college young men are brutalized and their mental constitutions underwined in proportion as their physical strength is developed, gave the navy much encouragement. The men made a poor beginning on the water, but they rapidly improved. Before coming to the like they generally got two pulls a day, averaging about nine miles. But since that they do considerably more, and have improved not a little. They are not only a green and unscientific erew, but one of the youngest and lightest on the lake. The men are as follows:

Bow--George Curtis Bender..... No 2-Henry C. Jaggar.
No 3-Frankin Hostings.
No 4-Chrence P. Townsend.
No 5-T D. B. Freat.
Stroke-Frank Tweedy.

The average age is 1923; average hight, a little over 5 feet 7; the average chest, according to their own measurements, only 371g inches, which is smaller by a couple of inches than that of nice out of ten college crews. The crew will probably be the light weights of the lake on the day of the race. Capt. Tweedy knew comparatively little about beating when he was selected as streke of the crew. His development for a man of his hight is excellent, his thest being full and powerful, his arms very mustular, and his legs of good proportions, and the crew have great confidence in him. Bender, the bow catsman, was green in boating matters when chosen as a member of the crew. He is the yourgest man in the boat, is finely built, and is said to possess the endurance necessary for a three-mile race. Five of the trew come from New-York State, and one from New-Jersey, and all are members of the Scientific School. Featon of Youkers built their racing shell.

THE HAMILTON CREW. Hamilton has the advantage of Union in possess big a larger and more powerful crew, but it is worse off in being without any home water to practice on. The crew made up for this by coming early to Sara toga, arriving long before any other crew had started. Before this they were forced to travel 11 miles day After day to the Mohawk River in order to get their Practice pull. Their coach, A. L. Love, gamed what

boating knowledge he has from the Wah-Wah-Sum Club of East Saginaw, where he belongs, and the system of this Club is largely modeled after the methods of that organization. The crew is as fol-

Bow-A. L. Love. 21
No. 2-E. M. Brown 23
No. 3-E. C. Stringer 22
No. 4-E. S. Youvehoff 24
No. 5-N. W. Caldwell 22
Stroke-G. R. Butler. 19

The bow is rather small for this crew, but he is a good man and steers well, though whether he will find himself thoroughly at home in a shell after so much gig practice remains to be seen. Mr. Love is a brother of the coach, comes from East Saginaw, and is a very muscular, wiry man. Mr. Youvehoff is a Bulgarian by birth, tall, spare, and muscular, and of the same hight as Mr. Caldwell, both standing six feet and one inch. Mr. Caldwell is a large man, and Mr. Butler a good one. They have pulled too much in a gig, appearing on the lake in their heavy boat with a coxswain, even up to this week, a month after most of the others had been in their shells. This may have been unavoidable, but it cannot fail to affect their work

in a shell very unfavorably.

Hamilton ends the tale. The thirteen crews are here. The preparations for the great regatta of 1875 are nearly complete. There are seventeen crews. Over a hundred young men are trained and 'coached up" to the highest point of efficiency. Fifty thousand dollars at least have been expended, and a vast amount of time and labor, in preparing for the fifteen minutes of next Wednesday's noontime. Very few men who have hearts to beat or muscles to strive can resist the enthusiasm of it. and all who have felt the nobleness of striving will award some meed of praise to the six young men who in the manful struggle come out best.

WASHINGTON.

CURRENT TOPICS AT THE CAPITAL. ARREST OF CALIFORNIA COIN COUNTERFEITERS.

WASHINGTON, Friday, July 9, 1875. The Treasury Secret Service Division has received information that Motroni Sebastiano and Augustina Buazzi, two members of the notorious gang of counterfeiters at Marysville, California, have been arrested. These men were in Oroville during the session of the Democratic Convention, and took advantage of the crowded condition of the raloons to pass bogus quarter-eagles. They disposed of ten before arousing su picion, and when a local officer apprehended Sebastiano only one piece was found in his possession. An opera tive of the Secret Service, after a diligent search, discovered Buazzi asleep at 4 o'clock in the morning under ase quarter-eagles. The prisoners were taken to Ma-It was a one-and-a-half-story frame structure, facing a It was a one-and-a-markstor, slough which runs into the Feather River, and close to a slough which runs into the Feather River, and close to a slough which runs rito the reather rayer, and close as dense swamp. In this house were found 50 minished quarter-engles just as they had left the molds, a quan-ity of mixed and unwixed exceibles, halles, bottles of various kinds, acids, &c. The two men were taken to San Francisco, and after a preliminary examination be-fore Commissioner O'Brien, were committed in default of ball for trial.

THE POSTAGE ISSUES OF THE LAST TWO YEARS COMPARED.

A report just compiled by Third Assistant Postmaster-General Barber shows that 107,616,000 postal cards were sold during the fiscal year which ended June 30 last, against 91,079,000 issued for the year which ended June 39, 1874. The increase, which is equivalent to about 184_6 per cent, seems to indicate that the postal cards are growing in popular favor. The value of the issue of ordinary postage stamps during the year was \$18,271,479, an increase of \$996,237 over the previous year. The issue of newspaper and periodical postage envelopes and wrappers to \$4,124,477 34, an increase of enveropes and wrappers to \$4,124,477 34, an increase of \$242,284 58; of postal cards, \$1.076,160. The total issues for sale to the public was \$24,288,018 81, an increase of \$2,219,794 05 over the last fiscal year. The sale of official postage stamps for the fiscal year amounted to \$834,470 25, a decrease of \$50,874 95 since June 30, 1871; official stamped envelopes, \$354,522 18, an increase of \$1,065 52 over the year 1874. THE CONTENTS OF THE CASH VAULT RIGHT TO

A CENT. The full count of money in the cash vault of the Treasury is completed and agrees exactly with Gen. Spinner's account of what it contained. Even the esti-mate of \$20 shortage made when the currency wamate of \$20 shortage made when the currency was counted and the gold taken seconding to the marks on the bags has disappeared, and the count comes out exactly right. All the coin that was in any degree worn was actually counted. The new coin was weghing it, and everything proved to a cent. The con-tents of the vault were \$10,000,000, of which nearly \$1,500,000 was coin.

WASHINGTON NOTES.

WASHINGTON, Friday, July 9, 1875.

A dispatch from the United States District Attorney at St. Louis says there is no evidence whatever against Mi Fishback, late of The Democrat, which would lead to his indictment for connection with the whisky frauds Major McGrew's statement that he filed affidavits with Secretary Bristow against Chief Clerk Avery is untrue. The Secretary refused to have any interview with Major The Secretary refused to have any interview with Major McGrew. Information had been received in the Department, that about the time Congress adjourned Major McGrew made a written proposition to parties in New-York to go into a whicky ring, having its headquarters in New-York. Cincinuari parties are named as being accomplises. As to Mr. Avery's relation to Major McGrew, the former reported the latter for trying to bribe him, more than eighteen months ago, and at the time Mr. Avery ordered Major McGrew out of his house for presuming to tanke the proposition to him.

The Commissioner of the General Land Office, speaking of settlement upon the public lands, says that the twolf of settlement upon the maile domain is very nearly

limit of settlement upon the public domain is very nearly reached. In five years' time he thinks that all available lands suitable for cultivating, as well as those fit for graving purposes, will be taken up. Scitlements this graving purposes, will be taken up. Settlements this year upon the public domain, the Commissioner says, are tailing off, owing, as he thinks, to one grasshopper plague. He is in doubt whether there is sufficient time, in those regions where the plague has disappeared, to plant a second error. The reasons are sufficiently long to admit of this, but the soil mostly becomes too dry after the middle or hast of June.

The steambout owners on the Mississippi have made it

impossible for the regular mail contractor on the route from Vielsburg to New-Oricans to perform the service. They purchased all the boats, and he has abandoned the They parents and the regular steamboat men refuse to carry the small themselves for what the law allows, which is \$10000. They demand \$45,000. The object is to force the Postmaster-General to relei the route, and they, controlling the only means of conveyance, expect to fix their

The Controller of the Currency desires to refice wil the \$5 carculating notes of the following banks, they having been successfully counterfelted: The First, Third and Traders' National Banks of Chicago, the First, Inited and Bank of Fax.on, Ill., First National Bank of Canton, Ill. The National banks throughout the country are requested to forward the \$5 notes of the banks mentioned to the Treasury for redecoption.

It has been reported that trouble existed between the Treasure and Collector's office in New York, over the enforcement of the new rules in regard to fashionable

The resignations of H. T. Munson of Connecticut and M. B. Phillips of Ohio, principal examiners of the Patent Office, were sceepted to-day. They go to New-York to practice patent law. Within the past year some 10 offi-cers of high grade have resigned from this ligreau for a like jurpose.

The Controller of the Currency has called upon the Na tional banks for a report, showing their condition at the close of business on Wednesday, June 30. Secretary Delano returned to his duties at the Interior Department this morning.

ENTLETAINMENT OF NEWSPAPER TOURISTS BY

THE NEBRASKA FARMERS. OMAHA, Neb., July 9.-The Eastern editors excutsion party reached North Platte, Nebraska, last night, and were received at that point by the Directors of the Union Pacific Railroad. The party has met with an the Union Pacine Ratiroad. The party has not with an enthustastic reception at many places along the route. The crimens turned out on masse at Fremoni and Columbus, and furnished carriages for a ride through those places. At many of the stations agricultural products were abundantly displayed to illustrate the fertisty of the Platte Valley. The party resumed their journey at 8 a. m. to-day.

THE EXECUTION OF MARK BROWN AT MONTI-

CELLO, N. Y. MONTICELLO, N. Y., July 9 .- Mark Brown, who murdered Sylvester Carr, at Purvis, in Sullivan NEW-YORK, SATURDAY, JULY 10, 1875.-TRIPLE SHEET.

County, on the 3d of October last, was hung in the Courthouse yard here to-day. The execution was private, only some 35 persons, all residents of the county, being present. No reporters were allowed access to the scene. Brown was drunk at the time of the murder, and irresponsibility was advanced as his defense. The victim said on the scaffold that his father was a drunkard, and died in an asytum in England. He did not remember the shooting, and hoped to be forgiven. The scanfold seemed to have no terrors for him, and he died easily.

MRS. SHERMAN'S DEFENSE OF HER HUS-

SHE FLATLY DENIES SEVERAL CHARGES MADE AGAINST THE GENERAL.

A recent letter from a Southern correspondent of The Louisville Courier-Journal charged Gen. Sherman with following up a blasphemous speech by direct-ing the burning of the Eatenton cotton factory during his narch through Georgia, and also suggested that Mrs. Sherman's late aid to the Catholic Church in the South may have been due to her remembrance of the burning of the monastery at Columbia, S. C. by her husband, and his curse upon its inmates. An ex-soldier who had served under Gen. Sherman wrote to him asking if the charges England. As the correspondence spoke freely of Mrs. Sherman, she answered the letter to her husband, saying: "The General has no intention to answer anything anger or resentment, regarding his Memoirs. You may say for me, however, that the most 'ghastly apparition' which 'rises before my soul'—the one which 'fills me with the greatest horror'—is the 'awful dread' of the fate of those (especially if they be Catholies) who indulge in such baseless standers and spread forth such malicio falsehoods. My knowledge of Gen. Sherman's character is thorousch. Every year of his life since he was nine years old, I have associated with him or corresponded with him, and I have known his sentiments well. Could the natural virtures and a heart free from malee, resentment or injustice, secure heaven to a man. I need not ask for him the supernatural gift of faith.

* * I say Gen. Sherman never was guity of blaspheny or profanity. When the convent of the Ursulmenuns at Columbia, S. C., was reported to be in danger of burning, Gen. Sherman sext my brother, Gen. Charles Ewing, of his staff, and a commissary officer, Major J. W. Comyn, both Cathonies, with orders and authority to do all that could be done for the Sisters and for those under their charge. They executed the orders with zeal and great kindness, and under continued instructions from Gen. Sherman they assigned to their charles from Gen. Sherman they assigned to their a goodly share of commissary stores and attended to their wants until the army left the place. Curses which are called down will not fail upon Gen. Sherman, and he is too good to wish that they may rest upon those who invoke them. Let the molicious revile and the false invent slanders, and let such journals as choose to deal in such things pudish to any extent, but let them not presume to assign to me sentiments so foreign to my heart regarding the man whose purity of hie, unswerving principle, gentieness of heart, and courage of soul have hightened and confidence of my youth." falschoods. My knowledge of Gen. Sherman's character

The Courier Journal refers to the letter in a kindly way,

"We shall not perpetrate the ungallantry of a single comment upon the very carnest and womanly way in which this estimable lady comes to the defense of her hushand, except to remind her that the article of which she complains appeared among our correspondence, to which we allow considerable latitude, and was not sanctioned or nodorsed by any expression of our own. So far from affording us pleasure to have the story which appeared in one of our Georgia letters confirmed, nothing would gratify us more than to have it thoroughly re-futed."

NARROW GAUGE COAL ROADS.

THE PAINESVILLE AND YOUNGSTOWN RAILEOAD AND DS CONNECTIONS.

PROM A STAFF CORRESIONDENT OF THE TRIBUNE. Youngstown, July 7.-The Painesville and to this place, and has already begun tran-porting coal to its northern terminus at Fairport, on Lake Erie. soon be in full operation and the test it will afford of the relative economy of the narrow and ordinary gauges will and runs nearly a little west of north from this place to the lake. The gauge is three feet. It will have in the coal traffic the active competition of three roads of the usual gauge of five feet, the Atlantic and Great Western (also a gauge of six feet, formed by "straddling" the old Cleveland and Mahoning five feet track, running from and Pittsburgh, operated by the Pennsylvania Company and extending to Ashtabula harbor; and a line owned by the Lake Shore Railroad Company, which also goes from this place to Ashtabula by a more casterly route. The chief business of all these roads is that of hanling coal. The advantage of the narrow gauge, according to the tous it can carry eight tons of coal, while the five feet gauge roads transport only ten tons on a car weighing | riedly decamped from Trevino to avoid pursuit. ten. Thus the narrow gauge gets pay for four tons a nothing in the shape of rolling stock. The cost of building the narrow gauge line was about \$20,000, which was probably one-fourth less than a wide gauge road would have cost. There is not much saving in operating expenses, as it takes just as many hands to run a narrow train as a wide one. Considerable saving is effected, how ever, in the equipment. As a passenger road the line answers all the requirements of the country it traverses Its cars are comfortable, and as soon as the road-bed becomes firm the trains will run with as much steadiness as on other roads. It was found necessary to abandon the four-wheel cars first used, and return to the ordinary trucks, because, although constructed on the system un trucks, because, athough constructed on the system un-versally employed in Europe, the four-wheel cars would ifly off the track. To dispense with trucks it is essential that a read-bed should be quite solid, and even then, with the light weight of the little narrow cars it is doubtful if they will be safe.

The Palnesville and Youngstown road is mainly owned

New-York capitalists. Some stock is owned, however, the terminal points. One difficulty the road labs der cannot be obviated except at considerable expension.

CANAL INVESTIGATION.

A REFUSAL BY DENISON AND GALE TO PERMIT IN-SPECIION OF THEIR BOOKS.

ALBANY, July 9.-The Canal Investigating Commission to-day requested H. D. Denison and Thomas Gale, whom they were examining as witnesses, to pro duce their books. They refused, saving that they have none but private books, and that the Commission has no authority to call for any but public papers or books. The Commission has adjourned till Wednesday next. It is expected that they will then test the question which has been raised. The witnesses appeared by their counsel, the Hon. Wm. Ruger, and acted upon his advice.

THE CREWS AT SARATOGA DECLINE THE ERES-LIN PRIZE CUPS.

SARATOGA, N. Y., July 9 .- At a meeting of the captains of the college crews this evening, retions were adopted declining the elegant cups offered as special prizes by Mr. J. H. Breshn, the proprietor of the Grand Union Hotel. The prizes have been on exhibition in the parlor of the hotel for several days. The pream ble of the resolutions recites that any prizes from an outside source, especially of so valuable a nature as those ests of the races, which are the promotion of amateur contests and the meeting of the various members of the American colleges in more intimate social relations. The resolution of declination is signed by all the captains ex. cept the captain of the Columbia crew. Resolutions of thanks for Mr. Breslin's intended knodness were also adopted.

IMPORTANT EVIDENCE AGAINST EX-TREASURER PARKER OF SOUTH CAROLINA.

CHARLESTON, S. C., July 9.—The proceedings n the trial of ex-State Treasurer Parker to-day were very important. Ladd, the witness, who attempted to abscend, was arrested, and testified that Parker told him that \$450,000 in coupons of State bonds had been given him, of which his share was \$150,000. This was went the final settlement was made by the State with financial agent Kimpton. Ladd also swore that Parker asked him to have these coupons funded by an agent of Parker. The coupons belonged to the State.

RESUMPTION OF TRAVEL TO THE WEST THROUGH SAVANNAH.

CHARLESTON, S. C., July 9 .- The differences etween the Savannah and Charleston Railroad and the Central Railroad are so far adjusted, that there is no further interruption to through travel.

FOREIGN NEWS.

AMERICAN RIFLEMEN IN GREAT BRITAIN. REFUSAL OF THE AMERICAN TRAM TO ACCEPT THE MATCH PROPOSED FOR JULY 17 AT WIMBLE-DON-NO MORE TEAM MATCHES TO BE MADE-THE AMERICANS TO COMPETE IN MATCHES AT

BELFAST, Friday, July 9, 1875. Col. Gildersleeve to-day received letters from the Secretary of the National Rifle Association inviting the Americans to shoot on the 17th of July at Wimbledon against a team of eight picked from the United Kingdom, the range to be 1,000 yards and each man to have 30 shots.

Col. Gildersleeve has replied, declining the proposition. He says the Americans have determined to adhere to their original plan of engaging in only one team match on this side the Atlantic. He thanks the Secretary for the invitation.

A letter of a similar character has been sent to Mr. Parsons, Adjutant of the English Eight, in response to his letter of July 5 proposing a match between the Americans and a team of eight selected from the

four nationalities of the United Kingdom.

For the present all team matches are off, and it is not likely that any new ones will be made. The Americans will be at Wimbledon in the latter part of next week, and take part in the shooting for the

Albert cup and other matches open to all comers. The opinion gains ground here that the English are afraid to meet the Americans except on terms unfavorable to the latter.

DEPARTURE OF THE AMERICANS FROM BELFAST-*PARTING PESTIVITIES ON BOARD THE STEAMER

BELFAST, Friday, July 9, 1875. The members of the American Ritle Team, accompanied by the Mayor of Belfast, spent to-day in vis iting the principal manufactories of the city. They were enthusiastically cheered by the spectators.

At lunch the Mayor proposed the health of the Team, remarking that friendly contests such as those at Dublin and Belfast tended to increase the friendship between the two nations, and ought to be encontaged.

Col. Gildersleeve, replying to the teast, returned thanks, and reiterated the expressions of gratitude of the Team for the cordiality they had everywhere met in Ireland. Nowhere, he said, was it more marked than in Belfast, whose industrial activity struck the American Team and the other visitors

A farewell banquet was given to the American Team this afternoon, Mr. Robert Thompson, a prominent merchant, presided, and made a speech wishing the Americans every success.

Mayor Lindsay entered near the close of the banquet, and presented Col. Gildersleeve with the cup won by him at Clandeboye. The Mayor said the citizens of Belfast were glad the cup was going to America. Col. Gildersleeve returned thanks, and as it is an open car, having windows and doors, and was important trophy.

After further speeches and toasts the company rose, and the visitors proceeded to the pier to take the steamer for Glasgow, escorted by the Mayor and a delegation of citizens. Thousands of people lined the docks and piers to see them off, and there was loud and hearty cheering as the vessel steamed ont. The party will visit the Scotch lakes to-morrow. and expect to arrive in Edinburgh in the evening.

THE CARLIST WAR.

GEN. DORREGARAY DRIVEN TO THE BOLTANA DIS-TRICT IN ALAGON-DEPARTULE OF DON CARLOS FROM TREVINO-RELIEF OF VITTORIA.

Official dispatches report that the Carlist Gen. Dorregaray, after reaching the villages of Augues and Casbas at the foot of Mount Guara, between Huesca and Jaca, succeded in entering the Boltana District in Aragon, near the Pyrences. Three brigades are actively pursuing him.

The Alfonsists relieved Victoria and entered the

city on Wednesday.

The Carlists have been defeated at Trevino with a loss of 400 killed 60 prisoners. They are retreating

to the northern part of Alava.

The Imparcial says Don Carlos and staff have hur-

REVIVAL MEETINGS IN ENGLAND. THE PANIC AT THE CAMEERWELL MEETING-A CON-SULTATION OF CLERGYMEN.

LONDON, Friday, July 9, 1875. The hall in which Mr. Moody is holding his meetings in Camberwell was crowded last night one hour before the beginning of the services. The building was also surrounded by a crowd which broke through the outside gates. This created a panic inside the hall which was only stilled by music. The congregation re mained standing white the meoming crowd was quieted by a statement from Mr. Moody that the inceting would not be held unless they retired.

A ministers' meeting to consult with Mr. Moody as to the future will be held on Monday next, when Mr. Moody's work here will close. He has met the London Committee, who have decided to continue the noon preacher they can find.

THE SPEECH OF THE EARL OF DEF-FERIN.

COMMENTS OF A LONDON JOURNAL ON HIS REFER-

ENCE TO THE LOYAL FEELING IN CANADA. LONDON, Friday, July 9, 1875.

The Times, in an article on Lord Dufferin's speech, says that " Canada has been advancing rapidly, but not so fast or with so free a trend as the United States. If any Canadian formerly feit a larking wish to join the Republic, they became loyal when they saw the enormous load of debt and taxes left by the civil war. Canadians might, however, have sought anexation cre this in some fit of petulance if the mother country had left them any grievence. But, on the whole, they searcely felt the restraint of the Imperial Government. Canadian loyalty has been admirable; but we may yet have to call for larger proofs of patriotism if we intend to knit the colonies into a firmer union with the mother country, so as to make them a source of strength instead of weakness

THE DIRECT ATLANTIC CABLE. CAUSES OF THE DELAY IN OPENING COMMUNICA-

LONDON, Friday, July 9, 1875. To-day's Telegraph, in its financial article, says: "The steamship Prussian, which has arrived at Liverpool from Quebec, speke the steamship Faraday on 1st inst., in latitude 49°, longitude 43° engaged with the Direct United States Cable, which was buoyed in two places. There was a heavy swell at the time. The Faraday was cast of all ice, but there were numerous icebergs between her and land. If the cable had a double flaw requiring repairs the delay in the opening of traffic is sufficiently explained."

RISE IN THE WATERS OF THE RHONE. Panis, Friday, July 9, 1875. The waters of the Rhone are rising, and inindations are feared.

FOREIGN NOTES.

CANON BROOK, Ont., July 9 .- The iron tubing between the salt wells of Scaforth & Kidd's salt block and between the same detailed in this place, a distance of five miles, has been successfully laid, and the brine began flowing to-day.

MONTREAL, July 9 .- In the Dorchester, P. Q., election trial, Mr. Rasleau, the respondent, was unscated for bribery by agents, while his opponent, the petitioner, was declared to be disqualified on the ground of personal bribery. This is the first case of disqualification being visited upon a defeated candidate under the new law.

QUEBEC, July 9 .- The returns of the elections for members of the Provincial Legislature have been received from the entire Province. The Government party claims a majority of 15, while the Opposition only concedes a majority of five to the Government party. The strength of parties cannot be known with certainty till the House meets.

Quebec, July 9.-The number of vessels entered inward at the Custom house from the opening of PRICE FOUR CENTS.

RAPID TRANSIT.

PURPOSES OF THE CITY COMMISSION.

EXPRESSIONS OF OPINION FROM MESSES. MOTT, SELIGMAN, AND CONDA-THEIR ZEAL IN THE WORK-LEGAL POINTS TO BE DECIDED-MEANS OF OVERCOMING OPPOSITION OF PROPERTY-OWNERS-SERIOUS OBSTACLES FROM BAILWAY COMPANIES NOT EXPECTED-METHODS OF RAIS-ING MONEY FOR RAPID TRANSIT.

The Commissioners of Rapid Transit appointed by Mayor Wickham under the Husted bill are now ready to enter upon their work. There is a widespread expectation that from the labors of these gentlemen the long felt want of the metropolis for means of quick transpertation will be supplied. The Commissioners evince a determination to undertake the duties imposed upon them with zeal, and to push forward to a quick settlement of the problems intrusted to them for solution. On Tuesday they will meet and consider plans and suggestions sent in by companies or individuals.

Yesterday the Commissioners were called upon by TRIBUNE reporters and asked to state their views in regard to rapid transit, the means of establishing it, the system or systems which will be most favored the opposition which may be made, the support that can be counted upon for it, the legal questions which it may give rise to, &c. Some of them were inclined to reserve their opinions until after the Board had fully deliberated upon the matter.

VIEWS OF COMMISSIONERS.

Commissioner Mott, when asked yesterday to state his opinions concerning rapid transit, replied that he was not conversant with the subject. He was waiting o learn, by a closer investigation of the matter, how to form his opinions about it, and he was more anxious to receive suggestions than to give them. His only interest in rapid transit was to see it established for the good of the city. Mr. Mott said that when he accepted the office of Commissioner he supposed that it would expire in 90 days, but he had recently ascertained that the Commissioners were required to continue in office, and super-intend the work of construction, until it should be finished. This made the duty seem rather onerous, but he was ready to perform it to the best of his ability.

plish its own special work in less than the 90 days given to it by the law. Its members mean to go to work in earnest and effect the purpose for which they have bee-Within the prescribed time they will decide upon and adopt some plan of rapid transit, and push it to completion as quickly as possible. After the Commissioners have selected a route and freight train engineer named Jack Vandergrift happened adopted a plan of rapid transit, the consent of one-half of the property-owners along the route, both in number and in the amount of property valuation, is re-quired to be obtained, and it is provided that, in case the route selected runs through streets or avenues, the consent of the Common Council shall also be gained. But in ers or the Common Council, the Commussioners are authorized to apply to the Supremo Court for relief, and the Court will appoint three Commissioners to appraise the property in dispute. The requirement that the consent of property-owners and the Common Connell must be ob-tained in the manner mentioned, Mr. Mett considered to tion of the problem of rapid transit. A good deal of litigation, he thought, might spring up on account of it, and in this way rapid transit might be delayed for a long

In regard to what plan or system of rapid transit, whether elevated or underground, he would himself pre-fer to see adopted. Commissioner Mott desired to say nothing. He had his impressions, he said, on this sub-ject, but he did not want to express them because they vere not founded on any very extensive and close exam ination of the subject, and they might be contrary to the convictions that he would ultimately have to adopt, after the work of the Commission in investigating the matter is further advanced. Of the opinions of the other Commissioners about what system it would be best to adopt, Mr. Mort said that he could not speak, because he had not officially conversed with them about the subject. Commissioner Mott was also asked, in case the Commission should select some route already covered by the charter of an existing rapid transit company, such as Sixth-ave, or Second-ave., which are thus taken by the Gilbert Elevated Railroad Company, the Commissioners would not have to adopt the charter of such comp. He replied that there was an apparent difference opinion about this question, and he did not feel prepared CINCINNAM, Ohio, July 9.-A special dispatch | to speak officially in regard to it. The advice of counsel would have to be taken, and the Board as yet has no counsel. The matter will be carefully comnot be allowed to build a road where there is now an operation" need to be legally defined in order that their exact meaning, as used in the set, may be understood by the Commission. Some persons were of opinion that any railroad company which had a charter and existing rights to build and run an elesated railroad was in operation according to the meaning of the act. Others argued that no road was in operation merely because it possessed a charter, but that to bring ning trains, or carrying out its charter.

cabinet factory at Yorkville was destroyed by fire last have to employ counsel. There were other provisions in the act which preded explanation, especially some of

acts of the Commission.

About the methods which the Commissioners would adopt for raising money, Mr. Moth said that he was not all prepared to speak. Mr. Seligman, the President of the Commission, bad said to him that he thencht there would be no difficulty in securing the mency necessary. Mr. Most was also unprepared to express an opinion about the strength of the opposition which the Commis-sioners might expect to receive from the street railway companies, and other corporations which may regard rapid transit as inimical to their interests. He was inclined to think that rapid transit neight not

be so injurious to the street railron'ts as many supposed, or as, on its face, it would appear to be. Commissioner Mott remarked that the action of the Board on Thursday in passage a resolution that rapid transit was a pressing necessity in this city, had been criticised as an idle thing, but it was done in accordance with an express provision of the act creat-

Thursday's meeting of the Board was merely to effect an organization. The real work will begin of Tuesday's meeting, when all plans of rapid transit, and co tions concerning it, should be presented. What plans will be presented on Tuesday the Commissioner said be did not know, but whatever they were, they would be carefully considered, and the Commission would not dissolve without giving the city some system of rapid transit MR. SELIGMAN'S SUGGESTIONS.

tioned concerning his views on the rapid transit problem was unwilling to talk on the subject, and said that he had no views-he had not had time to form any. He thought an elevated road would be more feasible, could not say which, on the whole, was to be preferred He did not expect any trouble in securing the consent of property-owners along any route which might be chosen. If, however, the owners of property re fused to give their consent, they could be comsaid that the money for the construction of the read would be obtained by private subscription. If the Conmissioners close any one of the routes for which charters Benjamin M. Gill, jr., residing at Murray's Farm, natumere Country, sends us a fively speamen of the worms that are playing have in the rye and wheat fields in some parts of the country. Although this particular worm was brought by mail from Woodensburg, and was tossed about in the usual way in the datribution of the mail at the Post-office and in The American, it was in excellent heath and spirits when taken from the envelope, and forthwith becan to crawl over the editor, at desk with remarkable activity. We never saw a worm of this size that showed so much activity. In general appearance it resembles a young caterpillar, but it is far more agile. Mr. Gill also sends specimen tyre heads in which this voracious peat has been practicing his destructive arts. The soft grains are hollowed out, leaving nothing but the shell and the chaff. The worm is about one and a fourth inches in leugth. Concerning the ravages of this peat Mr. Gill writes: "In some tye fields the heads are almost void of grains and the ground literally covered with chaff. Late sowed rye would not be worth harvesting were it not for the atmw. The to adopt any of the former plans. The old charters were virtually annualed by the formation of the Commission He had heard the project mentioned of using one street for the purpose of rapid transit only, without allowing teams to travel upon it, but he did not regard that plan

CONFIDENT EXPECTATIONS OF MR. CANDA. Commissioner Canda stated yesterday that the act under which they were appointed provided that they should meet and organize within 15 days after their appointment, and within 30 days they should determine upon the necessity of such a railway, "This we have on our part," said Mr. Canda, " in carrying out all the other provisions of the act. We adjourned to meet on the 13th of the current mouth, in order to give those who may have plans and matured ideas regarding the work in general time to submit them, and also to give

with much favor.